

The

National Falcon News



2007 FCA Pacific Regional "Beach Party"



Hosted by the So Cal Falcons & Beach Cities Chapters

Saturday, October 6, 2007

Doheny State Beach, Dana Point Harbor Dr. @ Pacific Coast Hwy

For more information: www.falconsbeachparty.com;

Phone: (626) 969-0620; Email: socalfalcons@hotmail.com;



Dana Point Marina Inn

24800 Dana Point Harbor Dr., Dana Point, CA 92629

\$79.00/night Standard or \$99.00/night Harbor View.

Reservations: 949-493-1203 or 800-255-6843

Remember to Ask for the Falcon Show Rate

REGISTRATION FORM

NAME _____		SPOUSE/GUEST _____	
ADDRESS _____		CITY _____	STATE _____ ZIP CODE _____
PHONE _____	E-MAIL _____	FCA# _____	CHAPTER _____
ANY SPECIAL NEEDS? _____			

YEAR _____	MODEL _____	BODY STYLE _____	CATEGORY _____
YEAR _____	MODEL _____	BODY STYLE _____	CATEGORY _____
YEAR _____	MODEL _____	BODY STYLE _____	CATEGORY _____

*Registration fee includes One Event T-Shirt. Please specify size - If multiple vehicles are entered specify qty with your size.

S _____ M _____ L _____ XL _____ 2XL _____ 3XL _____

CATEGORY/CLASS: Stock, Daily Driver, Modified, Diamond in the Rough, Master and Display

NOTE: Awards will be given to Oldest, Furthest Driven, Ladies choice and Best of show. Additional classes may be added based on registration.

NOTE: \$10.00 PER VEHICLE STATE PARK ENTRY FEE NOT INCLUDED! FEE PAID AT PARK ENTRANCE DAY OF SHOW!

	PRIOR 9/7/07	AFTER 9/7/07		QTY	REMITTANCE
VEHICLE (S)	\$35*	\$45*		_____	\$ _____
ADDITIONAL REGIONAL T-SHIRT	\$15	\$15	S _____ M _____ L _____ XL _____	_____	\$ _____
ADDITIONAL REGIONAL T-SHIRT	\$17	\$17	2XL _____ 3XL _____	_____	\$ _____
BANQUET ADULT BBQ BUFFET	\$27	\$32		_____	\$ _____
BANQUET CHILD (CHILDREN UNDER 10 YEARS)	\$20	\$25		_____	\$ _____
MAKE CHECKS PAYABLE TO: SO. CAL. FALCONS				TOTAL	\$ _____

Mail Registration Forms with your Checks to: **SO CAL FALCONS, P.O. Box 223, AZUSA, CA. 91702**

Trailer Parking Needed Yes _____ NO _____ Length _____ ft.

NOTE: Liability release must be signed to complete registration: It is understood that the Falcon Club of America, the So Cal Falcons, Beach Cities Chapters and Doheny State Beach assumes no responsibility or liability for loss or damage of car or property during this event.

SIGNATURE _____ DATE _____

August 2007

1966

PASSENGER CAR SERVICE PROCEDURES

THE RIGHT FUEL

Generally the grades of fuel recommended will provide satisfactory engine performance. However, if pinging or spark knock occurs and cannot be cured by spark timing or other engine adjustments, change to the next higher grade of fuel.

MODEL APPLICATION	ENGINE	GRADE OF FUEL
Falcon	170 CID Six	Regular (At least 94 Octane*)
Fairlane, Falcon, Mustang	200 CID Six	Regular (At least 94 Octane*)
Ford	240 CID Six	Regular (At least 94 Octane*)
Ford, Fairlane, Falcon, Mustang	289 CID V-8 2V	Regular (At least 94 Octane*)
Falcon, Mustang	289 CID V-8 4V	Premium (At least 99.8 Octane*)
Ford	352 CID V-8 4V	Regular (At least 94 Octane*)
Ford, Fairlane	390 CID V-8 2V	Regular (At least 94 Octane*)
Thunderbird, Ford, Fairlane	390 CID V-8 4V	Premium (At least 99.8 Octane*)
Ford	427 CID V-8 8V	Premium (At least 99.8 Octane*)
Thunderbird, Ford	428 CID V-8 4V	Premium (At least 99.8 Octane*)

*Octane as rated by the Research Method.

THE RIGHT ENGINE OIL

Oil Quality

It is important to use only motor oils which clearly state on the container that they meet or exceed all car manufacturers' requirements for most severe service. As an example, Rotunda 6000-Mile Motor Oil, available at Ford Dealers, is a super premium oil especially designed and recommended for use in vehicles built by Ford Motor Company. It will provide long life and superior engine performance with recommended oil and filter change intervals of 6000 miles or 6 months (whichever occurs first). ROTUNDA 6000-MILE MOTOR OIL EXCEEDS ALL CAR MANUFACTURERS' REQUIREMENTS FOR MOST SEVERE (MS) SERVICE. It offers outstanding protection against corrosion, sludge and varnish formation, and the causes of sticking and noisy valves and lifters.

Oil Viscosity

For most seasons, climates, and types of driving, use an oil of SAE grade 10W-20W-30 viscosity. For easier starting at sustained outdoor temperatures below -10°F., SAE grade 5W-10W-20 should be used. For sustained outdoor temperatures above +90°F., use SAE grade 20W-30-40.

CHECK MOTOR OIL LEVEL FREQUENTLY

It is important to check the engine oil level at each fuel stop. If necessary, add oil to maintain the level between the "FULL" and "ADD OIL" marks on the dipstick. Check the engine oil level as the last step during the fuel stop so that the oil will have time to drain back into the crankcase. Remove the dipstick, wipe it clean, then insert it all the way and remove again to read the level. AVOID OPERATING THE ENGINE WITH THE OIL LEVEL BELOW THE "ADD OIL" MARK ON THE DIPSTICK.



ADDING OIL

It is normal to add some oil between 6000-mile changes. Requirements will vary with driving conditions, but the addition of one quart each 1000 miles would not be excessive. When Rotunda 6000-Mile Motor Oil is not available, select a reputable brand of motor oil which is marked on the container as having passed all car manufacturers' requirements for most severe service.

CHANGING OIL AND FILTER

Engine oil and filter should be changed at least every 6000 miles or every 6 months (whichever comes first).

The National *Falcon* News



Paul Leonetti
Ocean City, New Jersey

"Bluford"
1964 Falcon Futura

AUGUST 2007

Cover: Paul Leonetti

Paul Leonetti of Ocean City, New Jersey sent this stunning cover photo of Bluford, his 1964 Falcon Futura. His entry for the photo contest read "I have enclosed the winner of the FCA cover contest," and he was right, this photo is definitely a winner. He waited until the Ocean City beaches were empty to take his photos and it was worth the wait.

The photo contest judges felt that featuring Bluford in August, at the height of the beach season, was the appropriate choice. They were very impressed by the clarity, color and composition of Paul's submitted photos. One indicator of their excellence is that they required almost no image editing or color correction, an extreme rarity in the publishing world.

Paul writes, "the car was painted in 1996, but otherwise is original. This past summer the car turned over 34,000 miles. My family and I have a great time showing Bluford; we have been to two National Meets and six Regional Meets with the car." See more photos of Bluford beginning on page 4.

Do you have a photo you think should be on the cover of The National Falcon News? Send it, along with a few paragraphs about the car, to the Editor at the address on page 3.

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Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter Phoenix, AZ

2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California Falcons Bakersfield, CA

1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA

3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave. 7:00
PM
559-322-0108

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat — monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(763)-420-3050

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 265-3301

Virginia Falcons Richmond, VA

2nd Sun. even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

Falcon Club of America Officers

President

Chuck Beason
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Titusville, FL 32780
321-383-1955

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501-843-1441

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fandybell@hotmail.com (2)

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5188 E. Henrietta Rd.
Henrietta, NY 14467
585-334-6779 (1)

Presidents Message

The Falcon Club of America 28th National Convention is now in our Falcon history file. Congratulations and thanks to the Northland Chapter for hosting this event and sharing their great state with us. Thanks Ralph, Troy and the entire Northland Chapter for the fine job with the Convention. Look for the Convention coverage in the December issue of the National Falcon News.

Carolyn and I certainly enjoyed seeing our many Falcon Friends and meeting new Falcon enthusiasts.

Don't forget to make plans to attend one or all of the remaining Regional Meets scheduled later this year. The Mason Dixon Chapter will host a Regional Meet in August, Northeast Chapter is hosting a Regional Meet also in August, Mid-West Regional Meet being hosted by Founders Chapter, Mid-America Chapter, Wheat State Chapter and Gateway Chapter in October and the 2007 Pacific Regional "Beach Party" sponsored by So Cal Falcon Club and Beach Cities Falcons in October. Registration form for the Beach Party Regional can be found in this issue of the National News. Support these Chapters by attending these events.

Mark your calendar for July 10-12, 2008 to join us in Springfield, Missouri, for the 29th Annual National Convention.

Chuck and Carolyn

Editor's Note

In May of 2007, *The National Falcon News* was chosen as a 2006 winner of the Golden Quill Award presented by Old Cars Weekly Magazine to outstanding automotive publications. Since 1999, this is the seventh year we have won this prestigious award, against some very tough competition.

My most sincere thanks to all the many contributors of photos and articles, technical articles, letters to the Editor, and Chapter Editors who have made this award possible. You, along with the many kind words of encouragement I receive from readers, have made our publication eligible for this award. You deserve congratulations, and you have mine.

Now, keep those cards, letters and photos coming! Thanks!

-Wendy

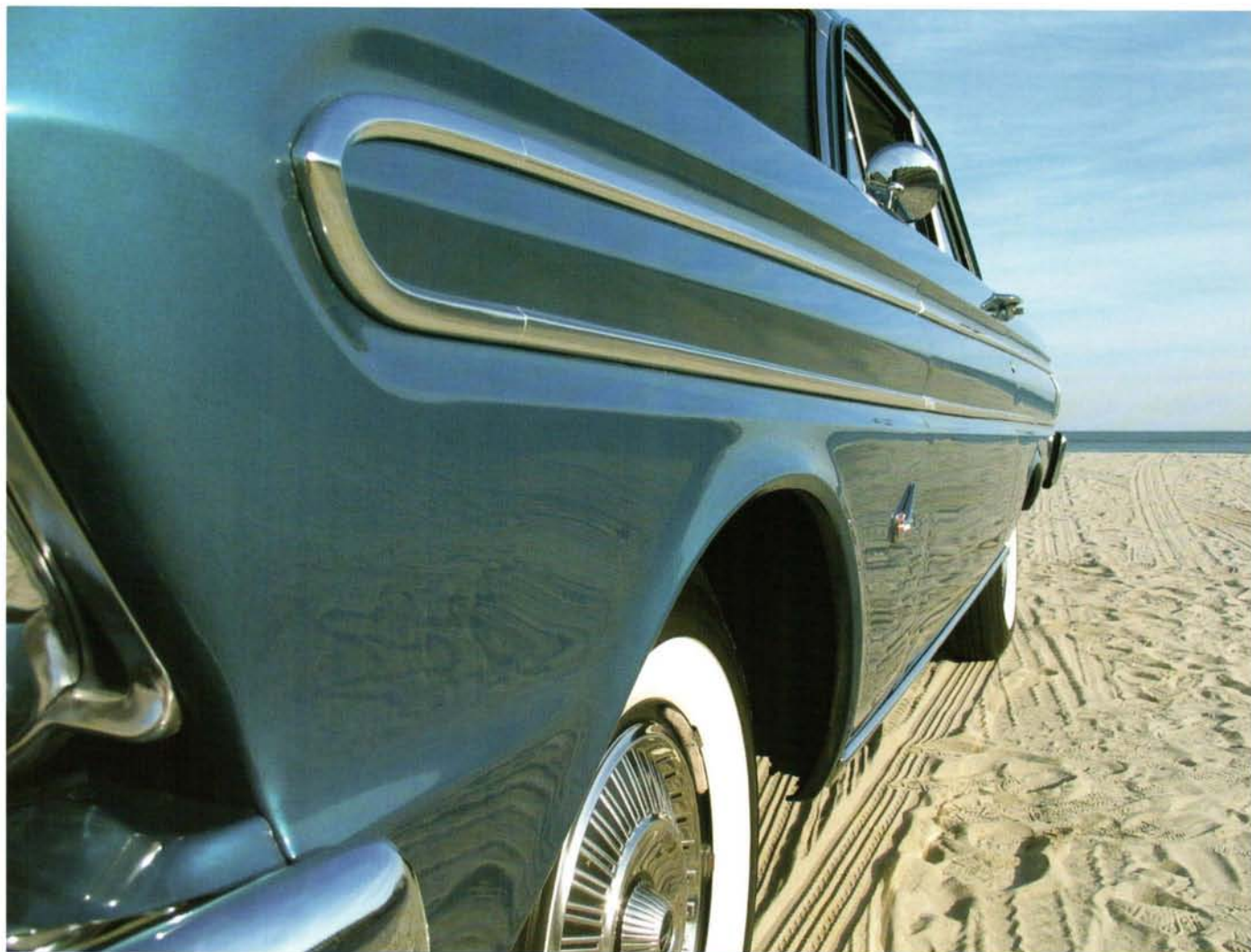
THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.



Bluford

1964 Falcon Futura





Classified Advertising

Falcons For Sale



1961 Falcon Sedan Delivery. 260, V8 standard 3 speed on column, dual exhaust. White with blue stripes. Solid body, excellent glass and trim. \$10,500. L. Kowalsky, 210-616-0854. TX.



1961 Falcon first year Futura; new seat covers/mats/padded dash/original color paint; re-chromed bumpers; perfect grille; 5 rare original hubcaps; 95,000 miles, needs undercoating; 85%+ restoration and book value of \$9,000+; Asking \$6,000. OBO. Will deliver to much of the east. Ray Malenfant, 302-492-8715 or dasfalcon@dmv.com. Email for pix. DE.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 Falcon Station Wagon. Original rust free Arizona car. White & Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL.

1963 Futura 6 cylinder, auto. Restored to original with parts. Car and lots of parts, \$4000. Dan Hatch, 731-824-2480. TN.

1963 Falcon convertible 260 V8 4 speed. Lost interest due to recent (botched) paint job. \$4500. firm. Ben, 858-452-1303. CA.

—Continued on page 10

www.falconclub.com

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Falcon

FALCON CLUTCH KITS

NOW AVAILABLE!

Auto Krafters now carries clutch kits for your Falcon! These are new, not rebuilt kits containing the clutch disc, pressure plate, throwout bearing, pilot bushing and alignment tool.



10578

200 engine with 9" clutch. Lever type.

'65 - '66 10578

Regularly \$149.95 kit

SALE* \$129⁹⁵ kit

'67 - '70 19242

Regularly \$169.95 kit

SALE* \$149⁹⁵ kit



10029

260, 289, 302 engine with 10" clutch. Diaphragm type.

'64 - '70 10029

Regularly \$109.95 kit

SALE* \$99⁹⁵ kit

* Sale prices good until 08/31/07. Must mention this ad to receive sale prices.

BRAKE HOSES

Exact reproductions of the original hoses for hassle-free installation. Features correct fittings.

'60 - '64 Front & rear

'65 Rear

B7AZ-2078A

'65 - '66 Front

B4AZ-2078A

Regularly priced at \$19.95 ea

* Sale prices good until 08/31/07. Must mention this ad to receive sale prices.



B7AZ-2078A

**Made In
The U.S.A.**

SALE*

\$29⁹⁰ set of 2



JAD90750WHT



JAD90749RED

'64 FALCON 1:24 DIE-CAST MODELS

From the Big Time Muscle collection come these new 1964 Falcon die-cast models. They feature opening doors as well as opening hoods and trunks.

Black **JAD90750BLK**

Blue **JAD90750BLU**

White **JAD90750WHT**

\$18⁹⁵ ea

Flat red or black with changeable wheels. You can opt for the Kustom set or the Pro Street style wheels with a high profile. Please specify color when ordering.

Red **JAD90749RED**

Black **JAD90749BLK**

\$18⁹⁵ ea



'65 FALCON IOWA SHAKER 1:25 MODEL KIT

Kit features white and chrome plastic parts, decals and instructions. Paint and cement not included. *Limited quantities.*

ER21714

\$24⁹⁵ ea



PERTRONIX
PERFORMANCE PRODUCTS

Billet Distributor

- Maximum ignition performance
- Easy installation

The new billet distributor features the patented Ignitor II electronic ignition module and a CNC machined 6061 T-6 polished billet housing and deck. Black cap.

'60 - '70 (without factory electronic ignition) small-block Ford 221 to 302.

Regularly \$219.95 ea

D130700

Sale *

\$199⁹⁵ ea

* Sale prices good until 8/31/07. Must mention this ad to receive sale prices.

Electronic Ignition Systems

Never have to change points again! Improve your fuel economy and spark plug life. Choose from the original Ignitor or Ignitor II, which features a microcontroller.



	Ignitor®	Ignitor II®
'60 - '70 V-8	1281	91281

'60 - '70 V-8 dual point distributor w/o vacuum

1281D 91281D

'60 - '70 V-8 dual point vacuum advance distributor

1281DV 91281DV

'62 - '67 6-cyl.; '65 - '67 w/o smog pump

1266 91266

'65 - '67 6-cyl. with smog pump;

'68 - '70 6-cyl.

1261 91261

Ignitor®

\$69⁹⁵ ea

Ignitor II®

\$99⁹⁵ ea



40501



40011



45011



45001

Flame Thrower® Ignition Coils

3.0 ohms resistance

6-cylinder. Black

40511 \$34⁹⁵ ea

6-cylinder. Chrome

40501 \$34⁹⁵ ea

1.5 ohms resistance

8-cylinder. Black

40011 \$34⁹⁵ ea

8-cylinder. Black epoxy

40111 \$39⁹⁵ ea

8-cylinder. Chrome

40001 \$34⁹⁵ ea

0.6 ohms resistance

6 or 8-cylinder. Black

45011 \$39⁹⁵ ea

6 or 8-cylinder. Chrome

45001 \$44⁹⁵ ea

Flame Thrower® spark plug wire sets also available. Call for more information.

AUTO KRAFTERS!

Call Toll Free: 800-228-7346

PO BOX 1100 FN
New Market, VA 22844

Order online!
It's fast, easy, and secure.
www.AutoKrafters.com

I have been a FCA member since October of 2006, when I bought the Ranch wagon. I also joined the Sonoma County Falcons for Fun at that time. I have several Hudson cars and other brands, all restored to show condition and on display in my large building along with some Cushman motor scooters in trophy winning condition. I have lots of visitors and clubs come to see my small, but very nice, collection.

My brother, Bill Burke, came to Fort Bragg, California in 1945 and established a Ford/Mercury car dealership. I sold my auto repair shop in southern California and moved up here and bought into the business in 1960. We were a very small dealer, and I can't remember ever selling a Ranch wagon—let alone a two-door wagon. That's the reason I became so intrigued with this one. I feel that the members would like to see my pictures and hear the weird story about how we found it and what we are doing to it to make it a driver again.

Fate has caused me to find and buy many things such as boats, airplanes, motor homes and last, but not least, cars. Luck was also in my favor when I moved to Fort Bragg, on the northern California coast and to buy my nice home and property here on the ocean. Fate also helped me find and marry Edna, my late wife, who died last August. We enjoyed each other for 67 years. Fate was surely on my side when my son and I were coming back to Fort Bragg with my 1919 Essex on a trailer from a fine Western Regional meet of the Hudson, Essex, Terraplane Club in Ontario, CA in June of 2006. We stopped in a small town in Lake County for rest and fuel for his pickup and as he drove around the block to get back onto the highway I spotted a very unusual car sitting in a front yard of a small house.

I yelled, "Tom, stop! There's a rare car in that yard." We had to go around the block but we ended up meeting the lady of the house and she talked to us about the car.

It was a 1960 Falcon Ranch Wagon, a rare two door. Well, in about 45 minutes, I owned this car. The lady claimed she bought it new in Lakeport, CA in 1960. It started it up and it ran fine, no smoke or "blow-by" or oil leaks.

The vehicle is in exceptional shape for its age, it has 62,800 miles on the speedometer and the lady I bought it from said that was the true mileage. The wagon was in her yard at a very funny angle and I thought that I would need to call a wrecker to get it out. When we got there to bring it home her two young, very strong boys and a friend had unloaded the back and cleaned it somewhat and had



The Ranch Wagon in the seller's yard



Red just had to have this rare two door wagon

worked it out of the yard by pushing and tugging, it was sitting in front of her house on the street making it very easy to load. This lady also has a 1960 Ranchero stored at a friends house that she would also sell, but i haven't gone over to see it; one is enough (maybe too much!)

The next Saturday, a friend and I took my car dolly over and brought it home, but not before the lady told me why she quit driving it—the clutch pedal dropped down and wouldn't come back up and the clutch wouldn't release. The mechanic who took care of the car for her told her that the whole clutch would have to come out and be replaced to the tune of about \$300–\$400. So she bought a used car to drive to her job and the wagon sat in her yard for three years. She started it occasionally and warmed the engine up and charged the battery, thank goodness!

I have driven the car to town and back many times and get a kick out of driving it. I am very pleased with how it drives and handles. I get lots of comments and not one



Restoration in progress



Restoration in progress



The engine compartment—Before...



And After

person has ever seen a two door wagon. I have put many hours already into the restoration with some help from others. I never expect to get my investment back when I decide to sell it in the future—but that is true of all my cars and scooters.

One strange thing happened when I went to have the headliner installed. The elderly man who does all my upholstery is very precise and cantankerous and he took one look inside and said, "Red, those two back corner curved glasses will have to come out to put the liner behind them." I tried to get him to just glue it in without taking them out since I knew the rubber seals would be destroyed in the process. He flat refused to do it unless he could "do it right." It took me six months to find a pair of new seals and they were not cheap. Then he saw that the roof was slightly rusted on the inside and he again refused to work on it until I painted the roof on the inside with rust killing aluminum paint. Soon my body man and I will remove the three



Bedding and mattresses in back protected the floors and rear seat

—continued on page 12

Classified Advertising (con't)

-Continued from page 6



1963 Falcon Futura convertible, light blue, 6 cyl. engine rebuilt in 2001, few miles since then. Two speed, seats, top, carpet etc. in average+ condition, small bubbled rust one fender, rust in trunk, more photos available, Neat car! \$7500. Ray Heffington, 386-212-8282 or send email to

Run a Photo Ad!

Want to make your Falcon really stand out and sell fast? Include a photo with your classified ad for only \$20. See guidelines on page 6 for submission and payment.

Ray-Lonna@HeffingtonAndAssociates.com.
DeLand, FL.

1963 Falcon Sprint Convertible. Complete newer restoration, red ext. with white conv. top. Rebuilt 260 V8, Holley 4 bbl. carb. Original 4 speed, NOS red interior, Rallye GT wheels. Call or email for more details and pictures. \$24,500. Keith Johnson, 641-592-2166 or kbbk@wctatel.net. IA.

1963 Falcon wagon parts car. Car is complete but rusted beyond any idea of repair. 260 V8, 3 speed, 3.25 rear. No title. All mechanical parts are in place. \$700. Call Jack, 856-547-7016 after 6 PM. NJ.

1963 Ford Falcon 4 Door Station Wagon. 170 CID 6 Cyl. Auto Transmission. Original owner with title. \$3000. J.T. Poole 770-428-7156 or jtpoole@att.net. GA.

1963 Falcon convertible. Needs restoring. Good interior, new tires, new brakes, 6 cyl and auto electric top. All trim included \$1500. Deltaville, VA, Roger Malick 804-776-7246 or JMalick568@aol.com.

1963 Falcon 2-door sedan. 170 cu. in., 3-speed transmission. Needs restoring \$600. Deltaville, VA, Roger Malick, 804-776-7246 or JMalick568@aol.com.

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-Continued on page 14

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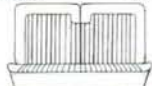
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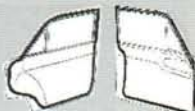


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New Member Feature

M. E. "Red" Burke

—continued from page 9

glasses and take it to my friend to have the headliner installed. Then the seats will be recovered and I can drive it regularly, I hope!

When I got it home I dimly remembered that we had a problem with the Falcon clutch linkage breaking. Sure enough, upon examination, one arm on the shaft between the frame and the engine that works the clutch release lever had broken off. It is not an easy job to remove that shaft, but we got it out and I had a welder repair it and brace it very strong, which the factory should have done. The clutch works fine now, very smooth and nice. I was amazed at how well the engine ran.

The ignition system had all new points, condenser, rotor and cap, new spark plug wires. The engine compartment was a total mess due to a battery explosion or acid leak. I pressure washed it and steel-wooled it as best I could and detailed it in black underhood paint from Eastwood Supply—it turned out real nice. The radiator was in good shape for it was dry and warm there, not like here on the coast, where radiators disintegrate from the salt air. Any vehicle that I restore I completely overhaul the brakes including all three new hoses—very important on any older car. I just happened to have a new old stock master cylinder in my stock and it was installed at that time. A new original type muffler was installed with the correct tail pipe. The windshield was scratched and pitted badly but I found a new one in the East and it is ready to be put in after the new headliner is installed. I found two rear window seals at Mac's Auto Supply. I also found, after much searching, the correct window channels for the door glasses; they will be restored someday also. I overhauled the tail gate completely because the glass channels were gone and the crank mechanism was frozen in the up position. This was a real problem but with the help of Steve Welch, of Steve's Body Shop, works fine now. The tires are reasonable good and can be used until the restoration is complete—then I will install all new radial ply tires.

The automatic choke had no heat tube from the exhaust manifold up to the body of the choke but I was able to get a kit with the proper tubing and fittings to hook it back up and make it work. The carburetor has been changed from a Motorcraft to a Carter, which works just fine. The air cleaner had to be modified slightly to fit the air horn properly. I took the instrument panel out to free up the needle on the temperature gauge and get all the lights to work properly, not a hard job, but putting it back together and back in the dash required the help of Steve again. Somewhere along the line the column shift probably broke. It was removed and a Hurst three speed shift was installed in the floor boards. It



seems to work OK but I still reach up to the column to shift—old habits are hard to break!

When we first saw the car, the rear compartment was stuffed full of mattresses and bedding and this protected the floor pan and the rear seat that was folded down for a long time. The bumpers and grille were much better than I expected for a car this old. The lady had the correct ownership and it was no trouble to transfer it to me and put it on PNO (planned non-operation) until it is done and ready for the road. This is not a high value car, but the restoration is costing much more than the original selling price. My grandson, Bart Vaio, who is an ardent surfer, has promised to bring one of his old surfboards up. I will paint it to match the wagon and stick it out the rear window and call it "California Surfer Special!"

—Submitted by M. E. "Red" Burke, FCA #12526

Member Showcase Bill Crocker's 1965½ Sprint



Bill Crocker writes, "I am a life-long Ford fan. But when my wife and I downsized to a town house in 2000, my 1966 Fairlane GT was too long for the garage. I wanted to get another classic Ford that would fit in the new much shorter garage. I love Mustangs and have had a few But when I go to big shows like Carlisle, there are so many Mustangs that your car is just lost in the multitudes.

I saw the Falcon Sprint in one of the old car trader magazines in June of 2004. The car is from the Atlanta, Georgia area. It was not in great shape, but it was a true Sprint.

I bought the car in July 2004 and ultimately decided I was going to have the entire car stripped to bare metal. I took everything off, including taking all the glass out, and rebuilt the entire car from the bottom up and inside out. My goal was to have the car be completely stock using NOS parts if at all possible. The restoration work was done over three years—mainly because I did not do it myself. That would have taken ten years! My job was to find all the parts and make them available to the auto shops that were doing the work for me. I bought most of the parts (and as much NOS) as I could get my hands on over the three years on eBay.

The inside and outside of the car is strictly stock right down to the original Glacier Blue. I am very proud of the fact that I was able to take this Falcon with very few years

left before the junkyard, and restore it back to better than new condition. Now it will bring smiles to peoples' faces for many more decades. I think just about everyone has a Falcon somewhere in their past.

I did put 1960s vintage American Racing mag wheels and a Hurst shifter on it. The engine, drivetrain, rear-end and brakes are modern which makes for a great ride.

Here are some of the details:

Engine: New Roush crate motor: 342 cubic inch stroker, 430 Horsepower

Clutch: McCleod HD Hydraulic

Transmission: 1966 Mustang Toploader, Hurst Competition Plus Shifter with classic white ball

Rear End: Currie rear end assembly: 9 inch Ford, Nodular case, 31 spline axles, 3.70 gears, 11 inch drums

Front: Disk brakes

There you have the short version of a three year labor of love for a classic Falcon."

Editor's Note: Bill won first place in the 1963–65 Falcon Sprint class at the All-Ford Show in Carlisle, a very tough class with a lot of competition. Congratulations Bill. We hope to see more of you and your Sprint.

Reprinted from *The Peregrine Press*, newsletter of the Mason Dixon Chapter; Phil Barber, Editor.

The Peregrine Press received an Honorable Mention in the 2006 Old Cars Weekly Golden Quill Awards. Phil is a frequent and valued contributor of articles and Tech Tips to *The National Falcon News*.

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Contact Hal, 803-943-9395 before 9:00 pm or bbfalcon@embarqmail.com. Hampton, SC.



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1964 Falcon Futura Convertible. 260 V8, automatic, green, black top and interior. Everything works and car runs, 93K miles, was bench seat now correct convertible bucket seats and console. Needs restoration. Dented/Rusted RR quarter panel have complete RR quarter section. I have digital photos. \$2000. OBO. Gary Roth, 303-646-4916 or gary@rothfam.com.

1965 Falcon Futura 4 Door Station Wagon. 200, 6 cyl with electronic ignition, 3 speed. White with red stripe & interior. Car is complete. Can be driven home. Can email picture. \$2300 Andy Trahan, 337-278-6954 or dreuxtrahan@cox.net. LA.

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1964-1965, Red-on-red restored convertible. Bucket seats, V8, auto, power steering. John Waugh, 760-723-0705 or send email to JCW123@sbcglobal.net. San Diego County.

Wanted: 1965-1969 Ford Falcon Futura station wagon. Want something that needs work. Michael Murphy, 716-883-3689. Buffalo, NY.

Parts Wanted

Carburetors - part # on air horn C80F-AB & C80F-AA. FE distributors - part # on housing C80F-D, C80F-F, C80F-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

For 1962 Sedan Delivery. Want to buy or plans to build, the wood platform that goes between the front seat and the cargo area.

Rear cargo floor mat. Door panels for steerhead interior, must be excellent to mint. Gordon, 313-543-3197 or gkraning@sbcglobal.net.

Can anyone HELP? I need a hood to fit a 1967 Falcon. I have been searching everywhere. George Soresino, 386-586-1064 or junglegms_2001@yahoo.com. FL.

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1963 Falcon, 6 cylinder engine with transmission, \$500. Power steering unit complete, \$500. Air conditioner (factory) Complete, \$450. V8 parts: Transmission automatic, \$150. 4 barrel intake for small V8, \$70.00 W. Kecskes 248-8874849 or jbkecs@netzero.com. MI.

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Manual Back Up Switch (NOS) for 1965 Falcon 4 speed manual transmission. In original box with mounting bracket, cost \$125. for sale at \$75. Contact J. Clifford Curley 407-425-4947. Orlando, FL.

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1964 289 cu. in. long block 5 bolt to bellhousing engine. With engine are a factory 4-V Intake Manifold, exhaust manifold and valve covers. All crankshaft bearing surfaces are clean. No pitting or scratches. Cylinder walls look very good.

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Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon

and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net CO.

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The first documented case of car theft was in 1896, only a decade after gas-powered cars were first introduced. From that early era to today, cars have been a natural target for thieves. They are valuable, reasonably easy to resell and they have a built-in getaway system. Some studies claim that a car gets broken into every 20 seconds in the United States alone.

The basic function of a car alarm is to detect unusual activity in or around the car, and then attract attention in hopes of deterring the would-be thief. Although there are numerous different variations of types of car alarms, this basic premise rings true in the majority of them.

In order for the alarm system to detect undesired activity one or several sensors must be installed. The most basic of these is the door sensor, which relies on the electrical circuit that controls the vehicle's interior lights. By installing a small device in this circuit, the alarm is able to read the change in current caused by an interior light coming on when a door is opened.

Although this system is highly effective in preventing someone from entering your car through a door, there are many other ways for a criminal to steal your car without activating this type of alarm.

Another type of detection device, which offers a higher level of protection, is a shock sensor. With this device installed, any jolt or bump to a car causes a temporary disconnection of a flexible contact, which causes an alarm to sound. You can think of this as a pendulum and a switch. If something happens to make either of these move, the electrical connection is lost and the alarm is told to sound. The shortcoming of this type of sensor is its relative inability to discern small bumps such as someone accidentally touching your car as they walk by, from the larger attempts of someone trying to steal your car.

Many thieves think that the easiest way to break into a car is just by breaking a window. This is precisely what a

window sensor is made to detect. When glass is broken it emits a distinct sound frequency. This type of sensor is designed with a tiny microphone to detect this and only this frequency. If at any point this frequency is detected the sensor causes the alarm to sound.

When a car is parked with all of its windows up and doors closed there is constant air pressure maintained. If any outside air is allowed into this closed environment, such as a door opening or a window being broken, the pressure within the car will change. An air pressure sensor is designed to detect this change. These previously mentioned sensors are adequate at detection of someone trying to steal your car from the inside, but what happens when a thief doesn't need to enter your car to take it?

In order to protect against this, many advanced alarms employ motion and tilt sensors. In these a complex circuit, usually containing mercury, is utilized to detect even small changes in the horizontal level of a car. This type of sensor is very useful in guarding against a thief either lifting up

your car to tow it or remove certain parts from it.

Once one of these types of sensors detects a threat, it becomes the alarm's job to deter the would-be criminal. Most alarms rely on the pre-existing circuitry to honk the horn and flash the headlights. There are however, some more advanced models that emit very high-pitched sounds or a pre-recorded message once the system is activated.

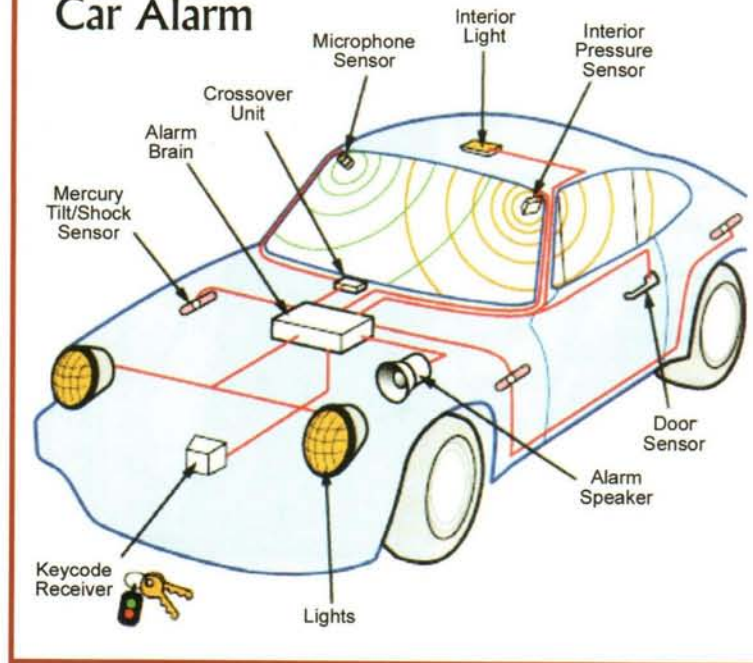
With the increase of criminal activity, it would be wise to install some sort of alarm in our classic cars. Law enforcement says to use layers of theft protection. We can't watch our valuable cars all the time when we are out and about with club activities, so it might be a wise way to protect ourselves and our investments.

Gleaned from the Internet

Illustration from howstuffworks.com

Reprinted from The Desert Flyer, Newsletter of the Arizona Chapter, Bill Lind, Editor

The Parts of a Car Alarm



Sooner State Chapter News

As the beginning of our Summer Schedule Kick-off, the Sooner Chapter visited the Oklahoma State Firefighter's Museum in Oklahoma City, owned and operated by the Oklahoma State Firefighters Association.

The Sooner State Chapter had a great turn out for this gathering—we had 16 members and a half dozen Falcons. After this very informative and interesting visit to the museum, the Falcons migrated over to a delicious lunch at the Cracker Barrel.

This museum has one of the most extraordinary collection of fire fighting apparatus and equipment. It has the first fire station in Oklahoma, which dates back to before Oklahoma was a state.

Ben Dancy, Chief of OKC in the 1960's started a patch collection and continued to add to it until the 1982. The Museum still continues to add patches to the collection, which now numbers over 7000.

The Fire Truck collection amounts to over a dozen beautifully restored fire trucks, the oldest dating back to 1910. Many of the trucks have been donated to the museum. Our members enjoyed



figuring out how the mechanics of these vehicles worked back in the days. It was a very nice collection.



If you are in the Oklahoma City area, please join us at our next meeting. Our regularly scheduled meetings are on the third Saturdays of the even months. For more information, contact our president Jerry Miles at 405-478-1550.

—Submitted by Dru Satterlee

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1960-1961 Falcon Outside Door Handle



1962 Falcon Outside Handle



Early 1963 Falcon Outside Door Handle



Late 1963 Falcon Outside Door Handle



1964-1965 Falcon Outside Door Handle

These pictures demonstrate the various door handles used on the U. S. manufactured Falcons from 1960-1965. The outward appearance of the handles remained the same throughout the production range.

The hardware used to activate the locks was changed several times and is the only real difference between the handles. All of the the various hardware is interchangeable between the handles with the only difference being the hole used for the locating tab.

To replace the handles on the 1960-1962 Falcons the 1964-1965 handle could be used by drilling a new hole for the locating tab and reusing the old hardware. On the 1963 Falcons, the 1964-1965 handles can be used simply by using the old hardware.

Exact start and stop dates for the production of the door handles are not available and the manufacturer did, at times, go back and use parts that were thought to be discontinued. For these reasons, it is best if you physically inspect your door handles to determine which ones may be on your particular vehicle.

Reprinted from falconparts.com website, Ron Wilson (FCA #58)

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Brief Tech Tips

Is your manual transmission getting hard to shift? Does it have that "notchy" feeling? Mine did. It was getting to the point that most of the time I had to double clutch (especially when it was cold) to get it into second gear. Well, this is what worked for mine: I simply drained the gear oil and put in synthetic gear oil meant for gear cases. I let it drain most of the morning to get as much of the old oil out as I could. Then I put in one quart of synthetic (that's what a 2.77 three speed manual holds) After doing that I have not had a problem shifting. It works just fine now and no more "double-clutching" for the trusty old '61.

Phil Barber, Mason Dixon Chapter

I once made a valve tap clearance tool out of a one by six inch piece of wood. It was placed on top of the rocker arm shaft (Scott has a six cylinder) with a 1/4 inch hole drilled at the end of the wood. A piece of rope was threaded through the hole and then tied around the neck of the rocker arm near the stem of the valve. Then the other end of the wood is pushed down to compress the pushrod to get the tap clearance. When I got the specs on the tap clearance I found that a penny and a nickel glued together made a perfect feeler gauge. Club members may have their own valve tap clearance tools, but since I couldn't find one, this seemed to work for me.

Scott Brooks, Mason Dixon Chapter

Neither the Editor nor the FCA assume responsibility for any information contained in Tech Tips.

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Words We Don't Hear Anymore

Fender Skirts! What a great blast from the past! I haven't thought about "fender skirts" in years. When I was a kid, I considered it such a funny term. It made me think of a car in a dress. Thinking about fender skirts started me thinking about other words that quietly disappeared from our language with hardly a notice.

Like "**curb feelers**" and "**steering knobs**." Since I'd been thinking cars, my mind naturally went in that direction first. Any kids will probably have to find some elderly person over 50 to explain some of these terms.

Remember "**Continental Kits**?" They were rear bumper extenders and spare tire covers that were supposed to make any car as cool as a Lincoln Continental.

When did we quit calling them "**emergency brakes**?" At some point "**parking brake**" became the proper term. But I miss the hint of drama that went with "emergency brake."

I'm sad, too, that almost all the old folks are gone who would call the accelerator the "**foot feed**."

Here's a phrase I heard all the time in my youth but never anymore "**store-bought**." Of course, just about everything is store-bought these days. But once it was bragging material to have a store-bought dress a store-bought bag of candy.

"**Coast to coast**" is a phrase that once held all sorts of excitement, it now means almost nothing. Now we take the term "**worldwide**" for granted. This floors me.

On a smaller scale, "**wall-to-wall**" was once a magical term in our homes. In the 1950's, everyone covered their hardwood floors with wall-to-wall carpeting! Today, everyone replaces their wall-wall carpeting with hardwood floors. Go figure.

When's the last time you heard the quaint phrase "**in a family way**?" It's hard to imagine that the word "pregnant" was once considered a little too graphic for use in polite company. So we had talk about "**stork visits**" or simply "**expecting**."

Apparently "**brassiere**" is a word no longer in usage. I said it the other day and my daughter cracked up. "**Unmentionables**" probably wouldn't be understood at all. It's hard to recall that this word was once said in a whisper "divorce." and no one is called a "**divorcee**" anymore. Certainly not a "**gay divorcee**."

Most of these words go back to the '50s, but here's a pure '60s word came across the other day "**rat fink**" Ooh, what a nasty put-down! Here's a word I miss: "**percolator**." That was just a fun word to say and what was it replaced with? "Coffeemaker." How dull. Mr. Coffee, I blame you for this.

I miss those made-up marketing words that were meant to sound so modern and now sound so retro. Words like "**DynaFlow**" and "**Electralux**." Introducing the 1963 Admiral TV, now with "SpectraVision!" Was there a telethon that wiped out "**lumbago**;" nobody complains of that anymore. Maybe that's what castor oil cured, because I never hear mothers threatening their kids with castor oil anymore.

Some words aren't gone, but are definitely on the endangered list. The one that grieves me most: "**supper**." Now everybody says "dinner."

Save a great word. Invite someone to supper. Discuss fender skirts.

—Submitted by Debbie Grillo, River City Chapter

By Al Aiello (FCA #2502)

Photos by J. Guerini



One of the most unusual Falcon models is the Sedan Delivery. The Sedan Delivery was introduced as a 1961 Falcon model. The Sedan Delivery was also referred to as a "Falcon Panel Truck"

when it was first introduced.

The Sedan Delivery was based on the 2-door Falcon Wagon that was introduced in 1960. It shared many structural components used on the wagon. The rear quarter glass on the wagon was replaced with sheet metal for the Delivery. The rear tailgate was the same including the glass. The "speedy bird" exterior trim did not appear on the Sedan Delivery.

The interior of the Sedan Delivery is quite plain because this was a "utility" vehicle and it was Ford's idea that these vehicles would be used by businesses for what their name implies—deliveries. Unlike the wagon, there is no back seat in the Delivery—just a cargo area for hauling and delivering the goods!

There were 1,988 Delivery models produced in 1961. The model designation was 78A. Despite the relatively low production figure in 1961, this was the best sales year for the Sedan Delivery.

Changes that occurred to the 1962 Sedan Delivery models were similar to other Falcons such as a revised grille, fenders, hood, bumpers and trim. The designation for the Sedan Delivery was again 78A for 1962. Fewer models were produced in 1962—a whopping 1,588.

For 1963, the Sedan Delivery was still based on the early 2-door Falcon Wagon. A major change for this year's model was the mid-year introduction of the V-8 motor. Yep, the Delivery could now be purchased with a 260 V-8 motor just like other Falcon models. The suspension and steering upgrades to accommodate the more powerful motor were the same that other V-8 models received. Again, changes such as a new grill and trim were the same as the other Falcon offerings.

There were two model designations for the Sedan Delivery in 1963 (78 A & 78 B). There were 925 examples of the standard model (78 A) and a paltry sum of 332 Deluxe (78 B) models produced in 1963. The Deluxe models were not necessarily "deluxe" as the name implies as only minor trim upgrades were made to these models.

For 1964, the Sedan Delivery received a major facelift as did all of the other Falcon models. The round style of the 1960-1963 was replaced with a square look that was prevalent on 64-65 Falcon models. The final years of the Sedan Delivery ended as they began—based on the 2-door Falcon wagon. Suspension, motor, steering, grill, trim, and other changes were again the same as other models.

The production numbers were further reduced. Only 678 of the 78 A (Standard) and 113 of the 78 B (Deluxe) models were made in 1964. Again, the Deluxe model was not really what the name implies as only minor trim upgrades were made.

1965 was the final year of the Sedan Delivery run. Only 537 'standard' examples and 112 'deluxe' models were produced. Again, the changes to the motor, trim, and suspension were the same as other Falcon models. Major changes included the introduction of the 289 V-8 motor with alternator (instead of generator) and the C-4 automatic transmission.

About 6,000 Sedan Delivery models were produced during the four-year run of this unique utility vehicle. Many of these vehicles were well-used for what they were intended and subsequently perished. Rust took its toll on many of these venerable vehicles. It's a rare sight to see one of these vehicles today, and most of them are not being used for their intended utility purposes. They are being

lovingly restored and modified to become treasured collectibles.

One can only ponder why Ford would continue to produce a vehicle year after



This 1962 Sedan Delivery is owned by Alex Gerrits, San Jose, CA. It is used for its intended purpose!



This 1964 Sedan Delivery is Doug Laurice's, Sonoma County

year that had such low production figures. My theory is that the vehicle had a niche market and it was not too difficult to produce the vehicle.

It did not take a lot of extra work for Ford to produce these unique vehicles because the Sedan Delivery was based on the 2 door Falcon wagon (as was the Ranchero). I'm glad that Ford followed through on the production of the Sedan Delivery. It's a treasured member of the Falcon family!

Al Aiello is a former FCA Board Member and avid chronicler of Falcon history. Reprinted from the Sonoma County Falcons for Fun website, westcoastfalcons.com



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CALENDAR OF EVENTS

4TH MASON DIXON CHAPTER REGIONAL

August 17-19, 2007. We will once again be at the Ramada Inn Conference Center, 1700 Van Bibber Road, exit 77A off I-95, Edgewood MD. The rate (if booked prior to August 1) is \$69. This includes a continental breakfast. more info: Mike Garrett at 301-916-3323 or mmsgarrett35@msn.com.

44TH ANNUAL DAS AWKSCHT FESCHT, MACUNGIE, PA

This three day show, the first weekend in August, with over 3000 cars, is one of the largest antique and classic car shows on the east coast. This year the Ford Falcon is the feature car! Call or email Bruce Wolfe for information for FCA members to display their Falcon for just \$10.00 for all three days, 717-469-7252 or afalcon@paonline.com.

The organizers of this meet always promote a "Feature Car". In 2007, the Ford Falcon will be the feature car. About 12 of the feature cars are displayed in a 40 x 100 tent. The cars are displayed with lots of memorabilia. There will also be a large display of Falcons outside the tent. The Keystone Chapter is subsidizing the daily \$10. registration. Hopefully this will produce a lot of Falcons for the Feature Car Display.

18TH ANNUAL ECONO-FEST PICNIC

August 11, 2007. Excelsior Springs, MO, Watkins Mill State Park. 11AM-? Open to all 1961-1967 Econoline owners. Info and directions, call Rick Kenney, 816-628-6118 or email nickelvan5@mindspring.com.

11TH NORTHEAST REGIONAL FALCON MEET

Hosted by the Northeast Chapter, August 24 & 25, 2007. Sturbridge, MA. Check web site for more details at www.northeastfalconchapter.com.

11TH ANNUAL FUN FORD SUNDAY

September 9, 2007, 10:00 AM to 3:00 PM for the show, gates open at 8:00 AM for exhibitors. Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589. Sponsor: Nor-Cal Ford Club Council Exhibitor. Fee: \$20 in advance, \$30 at the gate. This is an interclub event open to all Ford, Lincolns, and Mercurys and the largest such event in northern California. Anniversary cars are 50 years of the Ranchero, 50 years of the Skyliner and 40 years of the Cougar. It is expected that about 500 cars will be shown. The show benefits various local charities. Information: PO Box 6682, Concord, CA 94524-1682. <http://www.funfordsunday.com>. Phone: 510-538-7866.

CHERRY'S JUBILEE

September 7-9, 2007. Whether it is the coastal views, the "Cork Screw" on the famous Mazda Laguna Seca Track, or the beauty of the hot rods, classic cars and motorcycles, Cherry's Jubilee 2007 will provide a "Jaw-Dropping" good time. Toss in the great wine and food the Peninsula has to offer, plus the camaraderie with car and motorcycle folks and you have the makings of a great weekend. Venues include Laguna Seca Raceway, Monterey Wharf, Cannery Row, and a Monterey Peninsula Poker Run. Admission is about \$100 per car. Spectators are free in Monterey, general admission \$10. or less at Laguna Seca. This event has been sponsored by the Salinas Valley Memorial Hospital for 15 years—a great family event. Their website, www.cherrysjubilee.org has all of the specifics, including lodging info. Bill Munroe's Falcon takes

some laps in photo below.



—Submitted by Bill Monroe, Golden Gate Region, FCA

35TH ANNUAL TY-RODS OLD TIMER'S REUNION

Sunday, September 9, 2007, 9 AM till late afternoon. New location: Bolton Fairgrounds, Route #117, Lancaster, MA. (4.5 miles west of Rt. 495 on Rt. 117.) Parking \$2.00, admission \$10. Children under 12 free. Pre-1973 hot rods and customs. Info: 978-357-3801 or oldtimers@ty-rods.org. Website: www.ty-rods.org for application.

2007 FCA PACIFIC REGIONAL "BEACH PARTY"

Saturday, October 6, 2007. Hosted by the So Cal Falcons & Beach Cities Chapters at Doheny State Beach, Dana Point Harbor Dr. on the Pacific Coast Hwy. For more information: www.falconsbeachparty.com; 626-969-0620 or email socalfalcons@hotmail.com.

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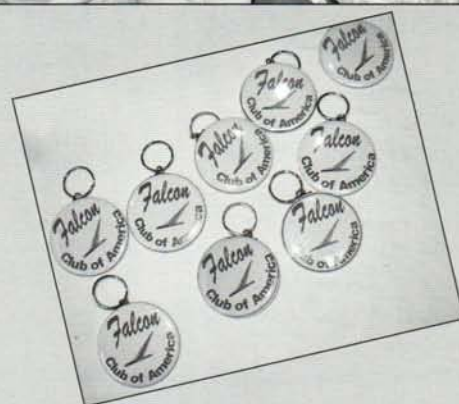
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Four Slicks and a Falcon

I'm from San Francisco, but I moved to Paris, France about eight years ago. I play guitar in the Four Slicks, a punk-rockabilly band here, with three French guys (Ben, Charlie and Mark). We're all crazy about rock 'n roll, cars (customs, hot rods, etc.), and have greasy hair.

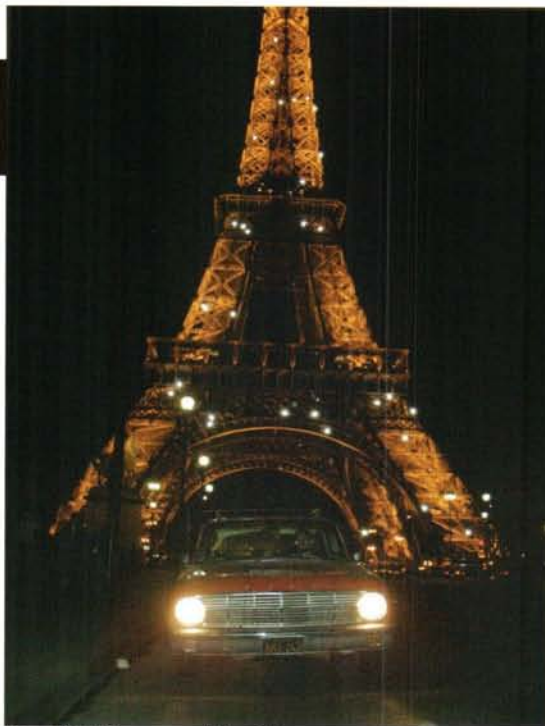
One day on band tour in France, in Charlie's 1959 Simca Ariane sedan, we were talking about how it would be great for someone in the band to have a car better adapted for touring. (Mark's 1950 Ford, my 1967 Peugeot and Charlie's 1956 Dodge don't qualify.)

It would have to be an American car, late 1950's or early 60's. Economical, reliable, but with a decent amount of power and space to haul musical equipment. I said, "That would have to be a Falcon wagon with a V-8." Starting at that moment, I cooked up a crazy plan, and then made it work:

1. Buy a car in California.
2. Fix it up.
3. Go on vacation with it in California with my wife, Eve.
4. Leave it in the driveway of my friends RJ & Leesa in LA, and go home to Paris.
5. Return to LA with the band.
6. Go on band tour from California to New York.
7. Put the car on a boat to France.
8. Keep it in Paris as my personal car and for band use.

I am proud to say that it all happened. The 1963 Falcon Deluxe 4-door wagon is now registered in France and rolls on a weekly basis. (Nobody in their right mind drives daily in Paris.) The full story would take many pages, but here are a few anecdotes.

I got the car for a relatively fair price using Internet and telephone. I have bought and sold more than a dozen used cars, but this was the first time I had bought a vehicle sight-unseen. (Unfortunately, at that time I didn't know about the classified ads in the FCA News!) I soon found out that it had endured a fair amount of abuse over the last 40 years, but the motor (289/2 bbl) and transmission (C4), installed several years ago by a rookie, were strong.



The Eiffel Tower and the Falcon



Four Slicks



Falcon in progress

—Continued on page 27

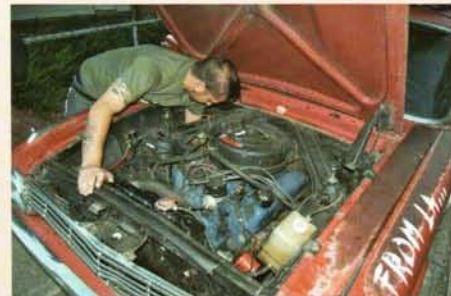
Jon von Zelowitz



On the road again



At Bonneville Salt Flats



Four Slicks on tour in America



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What Does Membership Mean? The National Falcon News!

Our award winning magazine, *The National Falcon News* is sent out monthly to all Club members and contains information so valuable you will want to file it away for future reference.

Whether your Falcon serves as everyday transportation, a relaxing plaything, or both, you'll find valuable technical assistance for your preservation and restoration as well as lots of photos and stories from fellow Falcon owners around the world. Also included is business information about the Club and events where you can let your Falcon shine!

Who Belongs?

The FCA has people of all ages—from retired folks to teenagers still in school. Among our members are men and women from all professions; individuals who could certainly afford more costly or newer cars if they chose. We welcome members with all types of Falcons, from unrestored originals and daily drivers—to perfect ground up restorations, custom hot rods and racing Falcons. We love 'em all!

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If you are already an FCA member, please pass this application along to a fellow Falcon owner!

Four Slicks and a Falcon

Jon von Zelowitz

—Continued from page 25



Josh Tyler in Sacramento, who has an incredible Falcon street machine in his own garage, was kind enough to apply his experience, changing it over to a 5-bolt front and rear end, with rebuilt brakes, new U-joints and new 3.20 gears. In April, I flew in from Paris and picked up the car. Friends in Sacramento helped me get the car in condition to drive to LA, including Tim Foster and Dave Smith, who let me sleep on his couch.

I drove to LA and spent a couple of frenzied days at RJ and Leesa's house working on many basic defects, such as getting all the doors to open and all the windows to roll up and down. I changed a bunch of pieces with the kind help, extensive knowledge and excellent parts stock of Russ Wall in Azusa, who answered every question I had. RJ helped me out too, working at night in his driveway, and then jumped in his 1961 Ranchero and we took the two cars to Bob's Big Boy in Glendale together. I proudly picked up Eve at the airport and we drove to San Francisco on I-5, then returned to LA by the Coast Highway and left the car with RJ.

When I returned to the USA in August, I had just a few days to prepare the car for a 5,000-mile band tour. I worked frantically, again getting invaluable help from RJ, Russ, and from Pat Hall who debugged a nasty electrical problem at the last minute. I had the leaking exhaust system replaced, including a new Flowmaster muffler. I was on time for another proud rendezvous at the airport with my band mates, and a six-pack of beer to start off the tour. Our friend Fred, another car nut (1953 Oldsmobile), came along from France too, just to help drive and have fun.

After leaving LA and playing a show in San Francisco, we had our only major problem: an electrical system short smoked the generator, regulator, and wiring. The car still

started and ran off the battery. We played the show, and slept a few hours at the house of our friends Jeff and Rochelle. The next morning Mike Blanchard and the crew at his garage helped us out right away, replacing the charred parts, and fabricating a new set of wiring. Unfortunately, this left us too late to possibly reach Salt Lake City on time, resulting in the only missed show of the tour.

Mark painted "NY or Bust" on the car, and we got on the road for two days straight, with an obligatory stop at the Bonneville Salt Flats. Next stop Colorado Springs, where we jumped out of the car and played our set, slept a few hours, and headed for Kansas City.

The only other breakdown was when one of the two bolts holding the generator bracket broke (the third, as we later realized, did not match up with the hole in the engine, and therefore had not been installed when the engine was changed). Luckily, we were in Kansas City where a friend, long-time mechanic, Pat Donovan, has his shop. We didn't have the time to take everything apart and extract the broken bolt, so he made time for us right away and drilled out the bracket to make use of the third hole. We put in a new bolt and got back on the road.

We reached New York after more than two weeks on the road and 15 shows. We had averaged 15 MPG. A few days later, I dropped the car off at a shipping port in New Jersey, where it was put in a container and sent to Le Havre in northern France. This cost about \$1,200 all told. I came to a warehouse six weeks later to pick up the car. It was surrounded by palettes of other goods from the same ship. Long ropes were attached to the front. I asked what was up. "We couldn't start the car so we had to tow it," said a docker, "but it's strange, something is stuck, the wheels weren't turning freely." "You took off the parking brake and put the transmission in neutral of course?" "Yeah, of course..." (But I still have a bad feeling that they didn't.) Luckily, the car wasn't damaged. The proof: I started it up before their amazed eyes, and drove back to Paris. The next day we left on band tour to Belgium, covering 600 miles round trip.

I am glad to have taken care of the major mechanical work while the car was still in the US, where parts are easily available and cheap. Now in France, the car is officially registered and insured. I am taking care of other minor mechanical issues, and my friend Yannick is going to give a hand with the bodywork. The car is a pleasure to drive, great for touring, can cruise at 80 MPH (the speed limit on French freeways) all day, and always gets a few looks when I go down the street.

Four Slicks and a Falcon



The Falcon arrives in Paris in the shipping container



At home on the streets of Paris



THE RIGHT OIL FILTER

Each new car is equipped with a Rotunda 6000-Mile Oil Filter and a filter of this quality should be used throughout the life of the car. It is designed to protect the engine by filtering all harmful abrasive or sludgy particles without clogging up or blocking the flow of oil to vital engine parts. The exclusive two stage filtering action of the Rotunda 6000-Mile Oil Filter has been shown by tests to be far more effective than ordinary filters in over-all ability to keep the oil clean. This filter is especially designed for use in cars built by Ford Motor Company to give successful operation with 6000 mile (or six months) oil and filter change intervals.

ROTUNDA 6000-MILE MOTOR OIL AND ROTUNDA 6000-MILE OIL FILTERS are available at Ford dealers. One of the best ways of keeping the TOTAL PERFORMANCE built into the new car is to make sure that the oil and filter installed at recommended change intervals carry the ROTUNDA name. These ROTUNDA PRODUCTS are quality controlled by Ford Motor Company to help maintain a continuing high level of performance and dependability.

CHECKING THE ENGINE COOLANT

The level of coolant should be checked regularly—at least once a month. It should be about an inch below the ring inside the filler neck. NEVER FILL ABOVE THIS LEVEL. If the vehicle requires coolant more than once a month or more than a quart at a time, the system should be checked for leaks. It is best to check when the system is cool. Ford systems are filled with a special Rotunda long-life coolant mixture which prevents corrosion and keeps the cooling system clean for best operation. In winter, it provides anti-freeze protection to -35° F, and in warm weather permits the engine to operate at temperatures up to 245° F, without boiling. It is good for two years or 36,000 miles if not lost by leakage or overflow. For most effective protection, the coolant should be maintained at original strength all year round in all climates. If coolant must be added, a 50-50 mixture of Rotunda Permanent Anti-Freeze, Part Number 8A-19549-A or B (R100-D or E) and water should be used. Normal tap water is satisfactory except in areas where the water is known to have a high alkali content or to be exceptionally hard.

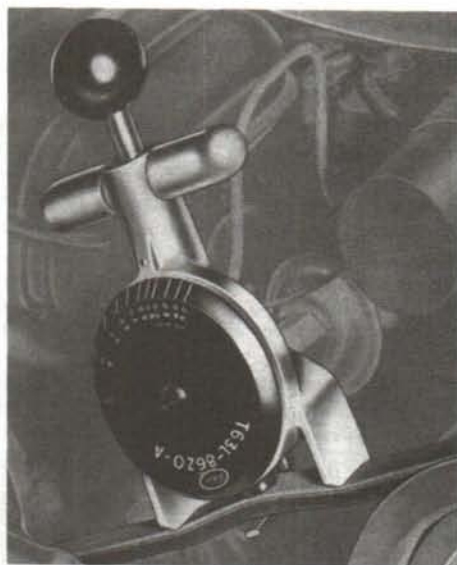


Proper Engine Coolant Level

COOLING SYSTEM CARE

It is well to be on the lookout for loose fan or accessory drive belts—they can reduce coolant circulation because the water pump is not driven at the proper speed. Also the belt tension should be checked for squealing noise or an unusual rise in the coolant temperature.

To check for proper drive belt tension, install the belt tension tool on the drive belt (see illustration) and check the tension following the instructions that accompany the belt tension tool.



Checking For Proper Belt Tension

POSITIVE CRANKCASE VENTILATION SYSTEM

As in previous models, the 1966 Ford vehicles will incorporate a positive crankcase ventilation system that uses a jiggle pin type regulator valve (see illustration). There are two types. One, in which the oil filler cap is open directly to the atmosphere, is referred to as an "open" system; the other a "closed" system in which the air enters at the carburetor and passes through a hose to a sealed oil filler cap.

The system in 352, 390 and 428 CID engines is essentially the same as used in 1965 vehicles; however, it is a split type which distributes the unburned gases into two separate locations in the intake manifold rather than one. This contributes to improved driveability and idle stability.

There are no changes in the 6-cylinder or 289 V-8 engine crankcase ventilation systems for 1966 models.

Since a clean crankcase ventilation system is important to the efficient functioning of the modern engine, it is important that you remind your customers of the maintenance and periodic servicing that it requires. The air filters and valves in these systems should be cleaned at the intervals shown in the Maintenance Schedule, page 30. Failure to do this could result in shortened engine life.



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This issue mailed on July 24 2007

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